Rajya Sabha on 2nd May, 1985 and state:

(a) whether Government have taken any decision to set up a Civil Aviation Authority to regulate the functioning of all the airports in the country; and

(b) if so, what are the details thereof and by when the Authority is likely to be set up?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. It has been decided to set up a National Airports Authority for the development, management and maintenance of domestic airports, civil enclaves and aeronautical communication stations. A Bill in this regard has been passed by the Lok Sabha and the Rajya Sabha in the current session of the Parliament. It is yet to receive the assent of the President. The Authority is likely to become operational from the 1st of April, 1986.

Manufacturing of "Sura"

2380. SHRI SHANKER SINH VAGHELA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the names of the companies/firms which have been granted licences for the manufacture of Sura *i.e.* Maha Drakshasav/Mritsanjivani Sura;

(b) whether it has come to the notice of Government that Sura contains alcohol and is being sold in the country particularly in the Capital on a very large scale;

(c) whether Government propose to cancel all the manufacturing licences for Sura/Drakshasav Mritsanjivani Sura; and

(d) if not, what are the reasons thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI KRISHNAKUMAR): (a) In the matter of manufacture for sale of Ayurvedic or Unani Drugs, State Governments appoint licencing authorities. This Ministry as such does not have a list of firms which have been granted licences for the manufacture of Sura.

(b) The matter regarding the misuse of Sura as alcoholic drink in some parts of Uttar Pradesh and also in some other States was discussed in the 10th Joint Conference of Central Council of Health held in New Delhi from 9—11 July, 1984.

(c) and (d) It is for the State Governments to curb the misuse and sale of Sura/Mritsanjivani Sura/Drakshasav as alcoholic drinks.

फ्लूरोसिस द्वारा विकलांगता

2381. **श्री लालकृष्ण आडवाणी :**
श्री कैलाशपति मिश्र :
डा० श्याम सुन्दर महापात्र :
श्री बी० गोपालसामी :

क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 4 नवम्बर, 1985 के "स्टेट्समैन" में प्रकाशित इस समाचार की ओर दिलाया गया है जिसमें यह बताया गया है कि पेय जल में फ्लोराइड के आधिक्य से फ्लुरोसिस बीमारी हो जाती है जो मरीज को शारीरिक रूप से विकलांग कर देती है और कि विश्व भर में 211 मामलों में से 209 मामले भारत में हुये थे; और

(ख) यदि हां, तो उसके तथ्य क्या हैं और इस सम्बन्ध में क्या उपाय किये जा रहे हैं ;

परिवार कल्याण विभाग में उपमंत्री (श्री कृष्णकुमार) : (क) जी, हां। सरकार को इस समाचार की जानकारी है।

(ख) पानी में फ्लोरीन की अधिक मात्रा होने से फ्लोरेटिक सिण्ड्रोम हो जाता है जिसमें दांत चित्तीदार हो जाते हैं और हड्डी की बनावट में परिवर्तन आ जाता है, जिससे अन्ततः व्यक्ति विकलांग हो जाता है । कुछ अध्ययन अवश्य तंत्रिका सम्बन्धी बीमारियों का उल्लेख करते हैं जो अधिकतर नई हड्डी के बनने से होती हैं और जिनसे तन्त्रिका मूल और रीढ़ की हड्डी पर बदाव पड़ता है ।

निरन्तर अधिक मात्रा में फ्लोरीन लेने से हड्डियों में गम्भीर किस्म की विकृतियां पैदा हो जाती हैं तथा जिस व्यक्ति का यह रोग चरम अवस्था में पहुंच जाता है वह व्यक्ति खड़ा होने में असमर्थ हो सकता है । पीने का पानी साफ उपलब्ध करके इस समस्या को रोका जा सकता है । पीने के पानी के वैकल्पिक स्रोत जुटाने के अतिरिक्त राष्ट्रीय पर्यावरण इंजीनियरी अनुसन्धान, संस्थान नागपुर ने फ्लोरीकरण को समाप्त करने की ऐसी विधियां तैयार कर ली है जिन्हें ग्राम अथवा सामुदायिक स्तर पर आसानी से अपनाया जा सकता है ।

Maximum Duty hours in Railways as per I.L.O. Convention

2382. SHRI O. J. JOSEPH: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that the Expert Committee on Conventions. I.L.O., had desired that the Government of India should fix up the maximum duty hours on any working day in terms of I.L.O. Convention No. 1;

(b) whether it has been implemented for all categories of staff in the railways;

(c) if so, what is the maximum duty hours for different categories of staff; and

(d) whether workers are being asked to work more than 10 hours a day or 60 hours a week, if so, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir. in case of running staff only, in the light of the recommendations made by the Railway Labour Tribunal, 1969.

(b) The Railway Labour Tribunal, 1969 recommended that the duty hours of running staff at a stretch should be reduced to 12 hours. Over 90 per cent of the trips performed by the running staff are within 12 hours.

(c) The maximum duty hours, excluding Preparatory and Complementary time, for different categories of railway staff are:—

Intensive. . .	42 hours a week
Continuous . .	48 hours a week
Essentially Intermittent . . .	60/72 hours a week
Excluded . .	No limit has been prescribed

(d) As apparent from reply to part (c) above, except workers classified as 'Essentially Intermittent' whose duty hours include periods of inaction aggregating more than 6 hours in the course of their duty, no Railway employees are required to work for more than 10 hours a day or 60 hours a week on average, excluding Preparatory and Complementary time.

Representation regading duty hours of Car attendents of R.D.S.O.

2383. SHRI O. J. JOSEPH: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are aware that representation has been made to the International Labour Organisation regarding duty hours of Car Attendants in RDSO, and also regarding payment of overtime allowance to them;

(b) whether representation was also made to Government; and